

SIX LIVES LOST FROM CAMPANIA BY GIANT WAVE

Five Swept Overboard, Girl Dies of Injuries as Vessel Is Entering Port, and Ten Others Crushed on Ship's Deck May Not Recover.

(Continued from First Page.)

through it. The five who were lost went overboard through this open gateway.

Agent Brown's Statement.

"On Wednesday, Oct. 11, while fresh to strong gales were blowing into a hurricane that kicked up a confused sea from southwest clear across to north-northeast, and when the ship was on a course south by west, with Capt. Watts at the bridge, there suddenly came a deep roll to port.

A tremendous wave hit the boat on the starboard quarter and she heeled over, taking in the green water on the main promenade deck for storage passengers. Thirty-five persons were hurt and several were washed overboard.

Just how many lives were lost we cannot tell at this time, as a count has not been taken. At the time of the accident the ship's location was longitude 42° 25' north, latitude 47° 50' west.

"The cause of the whole trouble was that the wave hit the steamer when she had been secured by the heavy seas. One of the gates in the rail gate way, and those who went over were swept through it.

A Passenger's Description.

The description of the accident given by some of the passengers makes it clear. Michael D. O'Connor, of No. 10 West Twenty-second street, who was a first-class passenger, says that the passengers had all been kept off the promenade deck for hours because of the heavy seas, but were allowed to remain on the deck.

The sea covered the ship around in such a way, he says, that the big wave hit her it shot up forward and there was a smaller wave, which came across the bow. These two tremendous volumes of water curled around and swept down the deck on the lee side, carrying everything before them.

But for the giving way of the gate the worst that would have happened would have been the serious injury of a number of passengers. But when the gate did give way the water rushed through it and those caught in the first wash went overboard.

Lost His Accordion.

One group of homesick Irishmen and women were gathered about one of the numbers, who was playing on an accordion "Home, Sweet Home."

The huge waves washed the group off their feet, flung them up against the upper rail and the strains of the song

SMUGGLED GEMS IN STOCKINGS

Woman Passenger on Philadelphia, Searched on Pier and Jewelry She Wore in Hose Was Confiscated.

Acting Deputy Surveyor Norwood made a clever seizure of jewelry from Miss Ada Fireman, a second-class passenger on the Philadelphia, which arrived here Monday.

Norwood became suspicious of the woman after she left the vessel and was on the pier. Although traveling alone, she passed her declaration slip to a man who met her at the pier and allowed him to pass it in at the Surveyor's desk instead of turning it in herself.

While she was chatting with her escort Mr. Norwood tapped her on the shoulder and said he would like to see her for a minute.

She was searched by Miss Walsh, a customs inspector, and \$1,300 worth of jewelry was found in her stockings, which were seized. The jewelry consisted of a diamond bracelet, rings and some pins.

CZAR AND MIKADO SIGN THE TREATY

Far East War Officially Ended by Final Ratification of the Peace Document.

WASHINGTON, Oct. 14.—The Emperor of Russia and the Emperor of Japan today signed the peace treaty, thus officially ending the war.

A few minutes after noon today Minister Takahira appeared at the State Department with a message stating that the Emperor of Japan had signed the treaty at Tokyo.

At St. Petersburg, Oct. 14.—The treaty of peace was signed today, although the representative of the Foreign Office refused to make any official statement on the subject. The treaty was drawn up in French and English text in parallel columns and sent by Foreign Minister Lamoriniere to St. Petersburg, where the ceremony of signing occurred.

Ernest Horn, who was also a courier at the State Department, brought unofficial information that the czar had signed the Portsmouth document.

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A GUARANTEED CURE FOR PILES. Local, bleeding or protruding piles. A single application of Dr. J. C. Smith's Pile Cure will cure in 10 to 15 days.

GREAT AUTO RACE WON BY HEMERY

Covers 283 Miles in Four Hours 36 Minutes and 8 Seconds.

61.50 MILES AN HOUR.

Heath a Close Second, with Tracy Next, in Most Thrilling Contest Ever Run.

THE FINISH.

First—Hemery, Darracq 4:36.08
Second—Heath, Panhard 4:39.40
Third—Tracy, Locomobile 4:58.26
Fourth—Lancila, Fiat 5:00.31

MINNEAPOLIS, Oct. 14.—In what might be termed a neck-and-neck finish, Hemery, of the French team, in an 80-horse power Darracq, won the second Vanderbilt Cup race from Heath, in a 90-horse power Panhard.

The conclusion of the race was so exciting that the spectators in the grand stand became delirious with enthusiasm. The women were especially vociferous in expressing their appreciation of what was probably as thrilling an automobile race as was ever run.

Heath and Hemery fought for the lead every foot of the long route. Time and again they passed the grand stand almost side by side. As larger cars blew up or climbed telegraph poles or hurled across ditches along the roadside the two Frenchmen kept their machines moving without accident or mishap.

As Hemery shot over the line Heath's car was less than 50 yards behind. Although the elapsed time between them appears as 3 minutes 32 seconds, the actual time was about a second. It was like a finish in a horse race in which the two leaders fight down the stretch for the lead and one wins on the strid.

Joe Tracy, of the American team, in a 90-horse power Locomobile, finished third, and Lancila of Italy, after going through a collision when he was in the lead on the eighth round and repairing it in 10 horse-power Fiat, was fourth. The others were nowhere.

"It was the greatest cup race ever run," declared Mr. Vanderbilt.

Several Men Injured.

No one was killed, but several were injured. The most seriously hurt was Nicholas Lechliner, Christie's mechanic. The Christie car crashed into the race car at Willett's Crossing on the eighth round, throwing Christie and the mechanic twenty feet and breaking the latter's left arm. Christie escaped serious injury, but had to withdraw his car.

Foxhall Keene's car was wrecked early in the race. Several other machines were practically put out by minor accidents or failure of their mechanism.

Lancila, the Italian, would undoubtedly have won but for the collision with Christie. He had broken all speed records up to the time of his accident. The round Italian took his defeat in good spirit, attributing it to miscalculation. Thousands of dollars bet upon his chances were lost by New York gamblers. Joe Wiselock, the bookmaker, is reported to have lost \$1,000.

Tracy, the American, who finished third, was taken from his car by a host of enthusiastic admirers after the race and carried up and down the road past the grand stand. Inasmuch as his car broke down yesterday and repairs were not completed until 3 o'clock this morning, his showing was excellent.

The total distance traversed by the racers that finished was 283 miles—ten times around a course of 28.3 miles. The average speed of the winner was 61.5 miles an hour.

The collision between the Christie and Lancila cars was the most exciting incident of the race. It occurred at the Fiat supply station on the race road, a short distance from Willett's Crossing, and eyewitnesses say that it was due to the carelessness of Lancila's mechanic.

Lancila had run his car into the station for a supply of gasoline. He stepped out of the car, leaving it in charge of the mechanic, who, when the tank was filled, ran the machine out into the road. Christie was coming along at about a mile a minute. He says he expected that the Lancila car would cross the road and give him a clear field, but the Lancila car moved slowly and he crashed into it.

Two Hurled Through Air.

Both Christie and his mechanic Lechliner, were hurled from the car through the air, landing on the road twenty feet from the scene of the collision. Lechliner came down on his left arm, which was fractured. Christie was bruised and stunned, but revived in a few minutes. He immediately made a vigorous protest against the Lancila car, alleging carelessness.

Lancila's mechanic jumped before the collision happened and escaped injury. The car was badly battered but

TO CURE A COLD IN ONE DAY. Take LAXATIVE BROMO QUINA TONIC. Druggists refund money if it does not cure you.

THE SCHUBERT COMPANY. The Schubert-Parker-Perley Dramatic Company, of New York (to own, lease and manage theatres, was incorporated today in Albany; capital, \$100,000; directors, Lee Schubert, John C. Parker, Frank L. Perley and Joseph W. Jacobs, of New York.

HEMERY THE WINNER.



VANDERBILT AUTO RACES COMPARED.

Vanderbilt Cup Race, 1904.

Triangular course, 300 miles.

Eighteen starters.

Winner, Heath; time 5 hours, 26 minutes, 45 seconds.

Second, Clement; time 5 hours, 28 minutes, 13 seconds.

Deaths, one; serious injuries, two. Two finished. Winner's average speed, 51.09 miles an hour.

RACE OF 1905.

Irregular course, five turns, 283 miles.

Eighteen starters.

Winner, Hemery; 4 hours, 36 minutes, 8 seconds.

Second, Heath; 4 hours, 39 minutes, 40 seconds.

No deaths; no serious accidents. Four finished.

Average speed of winner, 65.44 miles an hour.

Lancila and his staff did some wonderful thinking and after a short lapse he was able to make a new start in pursuit of the leaders. He was leading at the time of the collision.

Christie's car was wrecked beyond repair. He was about the most insignificant man on Long Island as he saw Lancila's machine disappear from view after the accident.

Foxhall Keene was the first of the competitors to be put out of the race by accident. He was approaching the "Z" turn on the sixth round when another car closed behind him, and in his anxiety to keep ahead of the following car he took the curve at top speed. The rear wheels skidded so far that the machine got beyond the driver's control.

Keene weeps as Car Is Wrecked.

The mechanic fell out and was run over, but not badly injured. Mr. Keene was thrown out when the machine slid into a telegraph pole, but was not hurt. The car was reduced to scrap iron by the collision, and Mr. Keene wept as he looked at the wreck. He went to the grand stand in another car and reported the accident to Mr. Vanderbilt.

Chevrolet, of the Italian team, came to grief at the scene of the Keene accident, while laborers were clearing away the wreck of the Keene machine. His front axle broke as he was taking the first curve on the "Z" turn, and the left wheel crumpled under the body of the car.

Chevrolet kept his head and his grip on the steering wheel. His car was the grand stand in another car and reported the accident to Mr. Vanderbilt.

There was wild excitement at the elevated railroad station at One Hundred and Twenty-fifth street and Eighth avenue this afternoon during a struggle between the police and four pickpockets who were "working" the crowds bound for the baseball game.

Four pickpockets got off a south-bound train at the station and at once started for victims. Two detectives had their attention called to them by an old man whose watch was stolen. They went after the thieves, who took to flight, running through the crowded cars, knocking down men and women in their way.

Two of the fugitives were overtaken in the rear car. The other two dashed down the stairway to the street and escaped.

The men in custody are "Dutch Mac" Norton and "Dutch" Moore. Both are well known to the police. They have made several trips up and down the Eighth avenue line before they were caught.

W. F. STUDEBAKER DEAD.

Son of Old Wagon Maker Expires at Ansonia from Heart Disease.

Wilbur F. Studebaker, son of the late Peter F. Studebaker, was manufacturer of South Bend, Ind., died early today at the Ansonia, seventy-second street and Broadway, of heart failure. His death was not unexpected.

His wife and daughter, Mrs. Robert Studebaker, and his two sisters, were at his bedside when he breathed his last.

COOPER BANK TO RESUME.

Max Schwartz, a director of the Cooper Exchange Bank, which was closed by order of Bankruptcy Judge, announced today that business would be resumed next Wednesday. The Fourteenth Street Bank has taken over its assets and will pay dollar for dollar.

BRYAN CABLES HE IS IN JAPAN.

LINCOLN, Neb., Oct. 14.—A cable message from William J. Bryan says he and his family arrived today at Yokohama, Japan.

FRED SHORT ARRESTED.

Woman Says He Kept Money She Gave Him to Bet on Horse.

Fred Short, said by the police to be a betting commissioner at the racetracks and pool-rooms, claiming to live at the Hotel Cadillac, was yesterday arraigned in the West Side Police Court on a charge of larceny, made by Miss Mary Short, of No. 124 West Forty-third street.

Miss Short said she gave Short \$50 to bet on a horse, but that he failed to do so. She prisoner said he had placed the money, but the horse lost. Magistrate White adjourned the hearing until to-morrow, holding Short in \$500 bail.

MORGAN FINDS COLONIZERS IN TWO DISTRICTS

Leaders Predict Heaviest Registration in Years and 100,000 Vote Increase.

In spite of fraudulent registrations, colonization in at least two districts, and immense activity in Tammany Hall's Law Committee, Supt. George W. Morgan expressed the opinion today that the registration this year will be smaller than for years past in every borough, with the possible exception of Queens.

Where, he says, a heavy vote will be brought out by conditions of special interest to local voters.

"We are having an unusually quiet registration," said Supt. Morgan, "and the vote will be very light. I have violations of law under investigation, and will doubtless be obliged to prosecute some of them. In at least two districts colonization has been practiced, judging from the records, and these cases will be thoroughly investigated and prosecuted will follow."

Supt. Morgan's forecast is not thought to be correct by district leaders in Manhattan generally, and many of them are agreed that the registration for this election will show an unusual number of voters. They said that to-day should be the heaviest of the four, and predict an increase of at least 100,000 votes.

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MAN ROASTED TO DEATH ON ASH HEAP

Ghastly Find by Workmen of Victim Who Had Evidently Chosen Place to Sleep.

PASSAIC, N. J., Oct. 14.—Two workmen on their way home last night made a ghastly discovery on the city dump in the Dundee section of the city. In a slight depression among the smoking ashes they found the body of a man. He was lying on his side and looked natural until shaken by the arm.

The arm came away in the hand of the man who grasped it. The unfortunate had been roasted to death.

The man was about 35 years old and looked like a foreigner. He had a small black mustache, weighed about 160 pounds and was 5 feet 7 inches in height. The theory of the police is that the victim lay down in the warm ashes to sleep on Thursday night and was overcome by gas fumes arising from the heap.

Five passengers were painfully injured in a collision between a Mont Vernon and a New Rochelle trolley car at Two Hundredth street and Webster avenue, the Bronx, this afternoon. The names of the injured are:

CHARLES ULMAN, No. 215 Willis avenue, head cut.

ELIZABETH PALMER, No. 269 Decatur avenue, strained wrist.

ROBERT MURRAY, address unknown, sprained hand.

WILLIAM EBB, No. 339 West Seventieth street, sprained wrist.

H. L. DORIAN, No. 277 Webster avenue, contusions.

Both cars were well filled, but there was warning of the collision and many of the passengers jumped, escaping injury. Those who remained on the cars were thrown from their seats.

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FIVE HURT IN COLLISION OF TROLLEY CARS

Crashed Together in Bronx, Forcing Passengers to Leap for Safety.

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